

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1-2. (Canceled)

3. (Currently Amended) An occupant protection apparatus for a vehicle, comprising:

a deceleration detection device that detects a vehicle deceleration;

a lower limb restraining member that restrains at least one of left and right lower limbs of an occupant by being moved in an occupant lower limb direction;

a driving device that drives the lower limb restraining member in the occupant lower limb direction;

a control device that controls activation of the driving device when a signal of the deceleration detection device is received; and

a stopping mechanism that holds the lower limb restraining member such that movement in a reverse direction that is opposite to a movement direction of the lower limb restraining member is limited so that the at least one lower limb is restrained, the stopping mechanism being a one way lock mechanism, and the movement direction being generated by the driving device, wherein

a force at which the lower limb restraining member is moved in the occupant lower limb direction by the driving device is smaller than a force at which the stopping mechanism restrains the at least one lower limb of the occupant.

4. (Currently Amended) The occupant protection apparatus for a vehicle according to claim 3, wherein the ~~main body portion~~ lower limb restraining member has left and right main body sections that respectively hold the left and right lower limbs of the occupant.

5. (Canceled)

6. (Currently Amended) The occupant protection apparatus according to ~~claim 5,~~ claim 3, wherein the one way lock mechanism has a ball one way lock mechanism that is configured such that return of the lower limb restraining device to an original position from which the lower limb restraining device has moved is inhibited by movement into a space that remains following the movement of the lower limb restraining ~~device,~~ device of at least one ball in accordance with the size of the space.

7. (Currently Amended) The occupant protection apparatus for a vehicle according to ~~claim 5,~~ claim 3, wherein

the lower limb restraining member includes a main body portion that can be abutted with the at least one lower limb, and a piston member that is provided for pushing the main body portion outwards,

the one way lock mechanism is disposed within a casing that is provided in an end portion at a vehicle backward direction side of the driving device, and

the driving device has a slip-out inhibiting member which closes off the vehicle backward direction side of the casing, and which inhibits slip-out of piston member.

8. (Currently Amended) The occupant protection apparatus for a vehicle according to ~~claim 6,~~ claim 7, wherein the slip-out inhibiting member is provided at the end of the casing which faces towards the rear of the vehicle, and has a load regulation member, the load regulating member being configured such that, when a driving force of the driving device is generated and a load, that is equal to or greater than a predetermined load is applied to the slip-out inhibiting member, the piston member is released such that movement of the lower limb restraining device is permitted.

9. (New) The occupant protection apparatus for a vehicle according to claim 3, wherein the lower limb restraining member comprises a shock absorbing member provided

on an occupant side surface of the lower limb restraining member and, when the lower limb of the occupant impacts the lower limb restraining member, the shock absorbing member absorbs more of the impact energy than the one-way lock mechanism.